



CITY OF LODI COUNCIL COMMUNICATION

AGENDA TITLE: Approve Plans and Specifications and Authorize Advertisement for Bids for Lodi Avenue Reconstruction Project and Adopt Resolution Approving Mitigated Negative Declaration 09-01

MEETING DATE: June 17, 2009

PREPARED BY: Public Works Director

RECOMMENDED ACTION: Approve plans and specifications for the Lodi Avenue Reconstruction project from Union Pacific Road (UPRR) to Cherokee Lane (Exhibit A), authorize advertising for bids, and adopt a resolution approving Mitigated Negative Declaration 09-01 as adequate environmental documentation for the proposed project.

BACKGROUND INFORMATION: This project consists of removing the existing rails in Lodi Avenue, reconstruct the pavement with 11,780 tons of asphalt concrete, installing 10,600 square feet of concrete flatworks, relocating and installing decorative street lights, installing landscape elements, and other incidental and related work, all as shown on the plans and specifications for the project.

This section of Lodi Avenue is designed under the East Lodi Design Guidelines prepared by MIG, Inc., and approved by the City Council on July 2, 2008. In 2007 and 2008, City staff worked with MIG on organizing and facilitating several steering committee meetings, a walking tour, two community workshops, design guidelines, and preliminary design alternatives for the Lodi Avenue Project.

The outcome from the public participation provides a project with bulbouts and stamped concrete installed at the intersections of Lodi Avenue and Central Avenue, Lodi Avenue and Washington Street, and Lodi Avenue and Garfield Street. Decorative streetlights will be installed at the back of the sidewalk. A new driveway to the K-Mart shopping center will be installed on Lodi Avenue east of Cherokee Lane. In addition, colored crosswalks will be installed on Lodi Avenue. Landscaping, trees, benches, and sidewalk artwork will be installed at various locations on Lodi Avenue.

The sidewalk artwork is part of the Art in Public Places 2009 Sidewalk Medallion Community Art Project including approximately 24 mosaic medallions. Community members entered an art contest and 24 mosaic medallions were selected. Community members handcrafted the mosaic medallions at weekly workshops held at Hutchins Street Square. The City of Lodi also awarded an Art in Public Places contract to a local artist to provide artwork on the corner of Lodi Avenue and Washington Street. The artist attended the Lodi Avenue project workshops to gather community input for the art design, which is a pergola with a copper roof and grape vines entwined to create a functional structure, providing a resting area for pedestrians.

The Community Development Department has conducted an Initial Study to determine if the project has any potential for significant environmental impacts in compliance with the California Environmental

APPROVED:


Blair King, City Manager

Quality Act of 1970 (CEQA). Based on the Initial Study, it was determined that the project would not have any significant impacts that could not be mitigated to a less than significant level. Based on that determination, the Community Development Department is recommending that the City Council adopt a resolution approving Mitigated Negative Declaration 09-01 (Exhibit B) for the project. All notifications and review periods required by CEQA have been completed.

The Public Works Department recommends that Council approve the plans and specifications and authorize advertisement for bids for the project.

The plans and specifications are on file in the Public Works Department. The planned bid opening date is July 22, 2009.

FISCAL IMPACT: The estimate project cost is \$3,669,000. There will be a slight increase in the long-term maintenance of the decorative streetlights, landscape and streetscape and a short-term decrease in street maintenance costs.

FUNDING AVAILABLE: Funding for this project will be from Measure K (Smart Growth), Prop 1B, ARRA (TE), RSTP and various utility funds.


F. Wally Sandelin
Public Works Director


FOR Rad Bartlam
Community Development Director

Prepared by Lyman Chang, Senior Civil Engineer

FWS/LC/pmf

Attachments

cc: Community Development Director
Senior Civil Engineer, Chang
Purchasing Officer



CITY OF LODI COUNCIL COMMUNICATION

AGENDA TITLE: Approve Plans and Specifications and Authorize Advertisement for Bids for Lodi Avenue Reconstruction Project and Adopt Resolution Approving Mitigated Negative Declaration 09-01

MEETING DATE: June 17, 2009

PREPARED BY: Public Works Director

RECOMMENDED ACTION: Approve plans and specifications for the Lodi Avenue Reconstruction project from Union Pacific Road (UPRR) to Cherokee Lane (Exhibit A), authorize advertising for bids, upon receipt of authorization to proceed from Caltrans and the Federal Highway Administration, and adopt a resolution approving Mitigated Negative Declaration 09-01 as adequate environmental documentation for the proposed project.

BACKGROUND INFORMATION: This project consists of removing the existing rails in Lodi Avenue, reconstruct the pavement with 11,780 tons of asphalt concrete, installing 10,600 square feet of concrete flatworks, relocating and installing decorative street lights, installing landscape elements, and other incidental and related work, all as shown on the plans and specifications for the project.

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APPROVED: 
Blair King, City Manager

The Community Development Department has conducted an Initial Study to determine if the project has any potential for significant environmental impacts in compliance with the California Environmental Quality Act of 1970 (CEQA). Based on the Initial Study, it was determined that the project would not have any significant impacts that could not be mitigated to a less than significant level. Based on that determination, the Community Development Department is recommending that the City Council adopt a resolution approving Mitigated Negative Declaration 09-01 (Exhibit B) for the project. All notifications and review periods required by CEQA have been completed.

The Public Works Department recommends that Council approve the plans and specifications and authorize advertisement for bids for the project **upon receipt of authorization from Caltrans and Federal Highway Administration.**

The plans and specifications are on file in the Public Works Department. The planned bid opening date is July 22, 2009.

FISCAL IMPACT: The estimate project cost is \$3,669,000. There will be a slight increase in the long-term maintenance of the decorative streetlights, landscape and streetscape and a short-term decrease in street maintenance costs.

FUNDING AVAILABLE: Funding for this project will be from Measure K (Smart Growth), Prop 1B, ARRA (TE), RSTP and various utility funds.


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Attachments

cc: Community Development Director
Senior Civil Engineer, Chang
Purchasing Officer

NEGATIVE DECLARATION

Notice is hereby given that the City of Lodi Planning Department has determined that the following proposal will have no “Significant Impact on the Environment”. Supporting documentation is available in the form of a “Preliminary Environmental Assessment” and is available for public review in the Planning Department Office, City Hall Building, 221 W. Pine Street. Anyone wishing to appeal the issuance of this Declaration to the Planning Commission may do so no later than the date indicated as “Last date to Appeal”.

Date: December 10,2008 Project Title: Lodi Avenue Reconstruction Project

Responsible Agency: Lodi Planning Department Contact Person: David Morimoto

NAME OF PERSON, FIRM, OR AGENCY UNDERTAKING PROJECT:
City of Lodi Public Works Department (Paula Fernandez – Transportation Manager)
Address: 221 West Pine Street City: Lodi County: San Joaquin
Phone: (209) 333-6800 Ext. 2667

PROJECT DESCRIPTION OF NATURE, PURPOSE, AND LOCATION	
Project Location City	Project Location County
LODI	SAN JOAQUIN COUNTY

Last Date to Appeal: <u>January 16,2009</u>	Address Where Preliminary Environmental Assessment is Available: LODI CITY PLANNING DEPT. 221 W. Pine St., Lodi, CA 95240 Phone: (209)333-6711
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1. **Project Title: Lodi Avenue Reconstruction Project**
2. **Lead Agency Name and Address:**
City of Lodi Public Works Department
221 West Pine Street
Lodi, CA 95240
3. **Contact Person and Phone Number:** Environmental document-David Morimoto, 209-333-6711; Project design and construction-Paula Fernandez, 209-333-6800 Ext 2667.
4. **Project Location:** The project is located in the eastside of Lodi on Lodi Avenue between the Union Pacific Railroad Tracks and Cherokee Lane, Lodi, CA
5. **Project Sponsor's Name and Address:** City of Lodi Public Works Department, 221 W. Pine Street, Lodi CA 95240
6. **General Plan Designation:** The parcels fronting on both sides of Lodi Avenue have a GP designation of Commercial, Light Industrial and Heavy Industrial. Surrounding the commercial areas are Low Density residential designated areas.
7. **Zoning:** The parcels fronting on both sides of Lodi Avenue have a zoning of C-2, general commercial; M-1, Light Commercial and M-2, Heavy Commercial. Surrounding the commercial areas are residential areas zoned RE-1, Residential-Eastside, single family.
8. **Description of Project:**

The project consists of reconstructing an existing four lane street. Most work will be done within the existing right-of-way except for some minor street widening on Lodi Ave. east of Cherokee Lane. Part of the work will involve the removal of unused railroad tracks that are located in the middle of the street. The tracks have been temporarily covered over with asphalt to provide a smooth driving surface. The tracks will be completely removed. Other work will include modifying three signalized intersections (Lodi Avenue/Stockton Street; Lodi Avenue/Central Avenue; and Lodi Avenue/Cherokee Lane); constructing bulb outs at some intersections; some new landscaping; pedestrian safety treatments; handicapped accessible ramps; handicapped accessible driveways; street lighting and installing street furniture including seating.

The proposed work will not increase traffic capacities or volumes on the street. The proposed project is intended to improve the surface quality of the roadway; enhance safety for both vehicles and pedestrians; and improve the aesthetics of the street by adding landscaping and street furniture. For safety reasons, the project includes implementing left turn lanes on Lodi Ave. at Stockton Street.

9. **Surrounding Land Uses and Setting: Briefly describe the projects surroundings:**

Both sides of Lodi Ave. are lined with small commercial uses and a few scattered residential uses. There is a Smart and Final grocery store near the west end of the project and a shopping

center at the east end of the project. Most of the other commercial uses are smaller family owned businesses. Many of the businesses are in older commercial buildings or in converted residences. North and south of the commercial properties are older residential neighborhoods that contain a mix of single family and multi-family dwellings. Cherokee Lane at the east end of the project is also a commercial street with larger commercial properties. On the west end Lodi Ave. enters the downtown business district.

10. Other agencies whose approval is required (e.g., permits, financing approval, or participation agreement.) San Joaquin Council of Governments

Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|---|---|--|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology/Soils |
| <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology/Water Quality | <input checked="" type="checkbox"/> Land Use/Planning |
| <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing |
| <input checked="" type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input checked="" type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Mandatory Findings of Significance | |

Determination. (To be completed by the Lead Agency.)

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Printed Name

Date

For

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>

a) Have a substantial adverse effect on a scenic vista?

No. Project will not have any impact on scenic vistas.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

No

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

No, less than significant. The project will be constructed mostly within an existing street right of way with existing curb, gutter and sidewalk with the exception of minor street widening at the east end of the project. There will some minor work at some intersections including bulb outs and corner cutoffs to accommodate handicapped accessible ramps and to improve pedestrian safety. There are existing buildings lining both sides of the street. The project will improve the visual character of the street by providing a new roadway surface and installing new landscaping and other street improvements.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

No, less than significant. The project will include the installation of new street light in selected locations to replace existing street light. The new lights are designed to improve traffic and pedestrian safety and will not significantly increase the level of light or glare on surrounding properties or introduce a new source of light in the area.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURAL RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to a non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
a) <i>Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to a non-agricultural use?</i>				
No. The project is located in a fully developed urban area with no agricultural properties located in the project area.				
b) <i>Conflict with existing zoning for agricultural use, or a Williamson Act contract?</i>				
No				
c) <i>Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?</i>				
No				

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|--------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input type="checkbox"/> | <input type="checkbox"/> | X | <input type="checkbox"/> |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/> | <input type="checkbox"/> | X | <input type="checkbox"/> |
| d) Expose sensitive receptors to substantial pollutant concentrations? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
| e) Create objectionable odors affecting a substantial number of people | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |

a) *Conflict with or obstruct implementation of the applicable air quality plan?*

No, the project will not increase traffic volumes or traffic patterns.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

The San Joaquin Valley is considered a non-attainment area for ozone and PM10 (fine particulate matter less than 10 microns in diameter). The Federal Clean Air Act (FCA) and the California Clean Air Act (CCA) require areas that are designated non-attainment to reduce emissions until air quality standards are met.

*All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant.

* All land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking.

* When materials are transported off-site, all material shall be covered, or effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from the top of the container shall be maintained.

* **All** operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions.

* Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant.

* Within urban areas, track-out shall be immediately removed when it exceeds 50 or more feet from the site and at the end of each workday. Cleanup of carryout or track-out shall be accomplished by:

- Manually sweeping and picking up;
- Operating a rotary brush or broom accompanied or preceded by sufficient wetting to limit Visual Dust Emission (VDE) to 20% opacity;
- Operating a PM10-efficient street sweeper; and
- Flushing with water, if curbs and gutters are not present and where the use of water will not result as a source of track-out material or result in adverse impacts on storm drain systems or violate National Pollutant Discharge Elimination System permit program.

- c) *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*

The entire APCD jurisdiction is considered a non-attainment area for ozone and PM10. The proposed street improvement project will not result in net increase of vehicle generated pollutants. The project will not add any new travel lanes or increase the traffic capacity of the street. The area surrounding the project location is fully developed and it is not anticipated that traffic volumes will increase in the future as a result of this project.

- d) *Expose sensitive receptors to substantial pollutant concentrations?*

No change in concentrations. No new land uses.

- e) *Create objectionable odors affecting a substantial number of people?*

No new land uses that will generate new sources of odor.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) Through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or State habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>

- a) *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

The proposed project is consistent with the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP), as amended, as reflected in the conditions of project approval for this proposal. Pursuant to the Final EIR/EIS for the SJMSCP, dated Nov. 15, 2000, and certified by the San Joaquin Council of Governments on Dec. 7, 2000, implementation of the SJMSCP is expected to reduce the impacts to biological resources resulting from the proposed project to a level of less-than-significant.

- b) *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

No, work will be done in an urban area on an existing street with existing development on adjacent properties.

- c) *Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

No wetlands in project area.

- d) *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

No natural habitat areas within project area.

- e) *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

No. The project will remove one or two trees at the east end of the project to accommodate a new driveway approach. This will be off-set by the planting of new trees in other locations within the project.

- f) *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or State habitat conservation plan?*

(See IV a). The project will participate in the SJMSCP.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	X	<input type="checkbox"/>	O
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	O	X	<input type="checkbox"/>
a) <i>Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5?</i> No historic structures will be affected.				
b) <i>Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?</i>				

The project site is developed with an existing street with related curb, gutter and sidewalk. Properties on both sides of the street are developed with existing homes and businesses. Prior to being developed, the area was extensively farmed so none of the area is undisturbed. Although it is not likely that there will be archeological resources present on the project site, there is always some potential that something of cultural value could be unearthed during grading or excavation. If some thing is discovered, the following mitigation measure will be implemented:

Mitigation Measure

If any subsurface cultural resources are encountered during construction of the project, all construction activities in the vicinity of the encounter shall be halted until a qualified archaeologist can examine these materials, make a determination of their significance and recommend mitigation measures. The City of Lodi CDD shall be notified, and the applicant and/or successors shall be responsible for implementing mitigation measures recommended by the archaeologist for any identified significant cultural resources, pursuant to the requirements of the CEQA Guidelines.

- c) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

The project site is developed with an existing street with related curb, gutter and sidewalk.

Properties on both sides of the street are developed with existing homes and businesses. Prior to being developed, the area was extensively farmed so none of the area is undisturbed.

Although it is not likely that there will be archeological resources present on the project site, there is always some potential that something of cultural value could be unearthed during grading or excavation. If some thing is discovered, the following mitigation measure will be implemented:

Mitigation Measure

If any subsurface paleontological resources are encountered during construction of the project, all construction activities in the vicinity of the encounter shall be halted until a qualified paleontologist can examine these materials, make a determination of their significance and recommend mitigation measures. The City of Lodi CDD shall be notified, and the applicant and/or successors shall be responsible for implementing mitigation measures recommended by the paleontologist for any identified significant cultural resources, pursuant to the requirements of the CEQA Guidelines.

- d) *Disturb any human remains, including those interred outside offormal cemeteries?*

If human remains are encountered at any time during the development of the project, all work in the vicinity of the find shall halt and the County Coroner and the Lodi CDD shall be notified immediately. The Coroner must contact the Native American Heritage Commission if the remains have been identified as being of Native American descent. At the same time, the applicant and/or their successors shall retain a qualified archeologist to evaluate the archeological implications of the find and recommend any mitigation measures that may be required under CEQA; the applicants and/or their successors shall implement those recommendations. The CEQA guidelines detail steps to be taken when human remains are found to be of Native American origin.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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VI. GEOLOGY AND SOILS. Would the project:

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
<p>a) <i>Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42; ii) Strong seismic ground shaking; iii) Seismic-related ground failure, including liquefaction; iv) Landslides?</i></p> <p>No. Lodi is not located on or near any known earthquake faults. The project is a road reconstruction and will not expose people to any new earthquake related hazard.</p>				
<p>b) <i>Result in substantial soil erosion or the loss of topsoil?</i></p> <p>No. The project area is flat with no slopes or hillsides.</p>				

- c) *Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?*

No. The soil type in Lodi is very stable and is well suited for construction.

- d) *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?*

No expansive soil in Lodi.

- e) *Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?*

No sewer discharge.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. HAZARDS AND HAZARDOUS MATERIALS.				
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
f) For a project located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
h) Expose people or structures to a significant risk of loss, injury or death involving wild land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
a) <i>Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</i>				
No, the street is not a truck route and the project will not change existing traffic patterns.				
b) <i>Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?</i>				
No. The project will not involve the construction of any structures that will store, manufacture, use or produce any hazardous material. The removal of the railroad tracks in the existing street will further reduce the potential for any hazardous materials entering the area.				
c) <i>Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</i>				
No, the project will not involve any hazardous material.				
d) <i>Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?</i>				
No, the site is not on any known hazardous site list.				
e) <i>For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?</i>				
Not within an airport zone.				

- f) *For a project located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?*

No

- g) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

No

- h) *Expose people or structures to a significant risk of loss, injury or death involving wild land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?*

No

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding of as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
a) <i>Violate any water quality standards or waste discharge requirements?</i>				
No. The project does not involve the construction of any structures that will discharge any water or waste.				
b) <i>Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?</i>				
No				
c) <i>Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?</i>				
No. The drainage patterns will remain unchanged from pre-construction conditions.				
d) <i>Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?</i>				
No. There are no streams or water courses in the project area.				

- e) *Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?*

The project will replace an existing roadway with new pavement and make minor changes to sidewalks, curbs and gutter; add pedestrian and handicapped access improvements at some intersections; and add limited landscaping and street furniture. The project will not change existing runoff patterns that are designed to flow into the City's storm drainage system. The system has adequate capacity to handle any flows from the project area and the project will not add additional sources of polluted runoff:

- f) *Otherwise substantially degrade water quality?*

The City of Lodi has adopted a Storm Water Management Program to help control storm water runoff pollution. The City will develop a Storm water Pollution Prevention Plan (SWPPP) that incorporates both construction and post-construction Best Management Practices to prevent storm water runoff issues.

- g) *Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*

The project site is not located within a 100-year flood zone.

- h) *Place within a 100-year flood hazard area structures which would impede or redirect flood flows?*

No

- i) *Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding of as a result of the failure of a levee or dam?*

No

- j) *Inundation by seiche, tsunami, or mudflow?*

No

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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IX. LAND USE AND PLANNING. Would the project:

- a) Physically divide an established community? ☐ ☐ ☐ **X**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
a) <i>Physically divide an established community?</i>				
No. The project is a reconstruction of an existing street section.				
b) <i>Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?</i>				
No. The street is part of the adopted General Plan for the City of Lodi.				
c) <i>Conflict with any applicable habitat conservation plan or natural community conservation plan?</i>				
The project will comply with the San Joaquin Multi Species Habitat and Open Space Plan.				

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
X. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
a) <i>Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?</i>				
No				

- b) *Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?*

No

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. NOISE. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

- a) *Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

The project involves the rehabilitation of an existing street with new pavement and improved pedestrian features. There will be no additional travel lanes and the street will not connect to areas of new development. The project will not increase traffic volumes on the street or change the mix of vehicles using the street and will not change the traffic generated noise levels from the existing conditions.

- b) *Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?*

No

- c) *A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

No. Once the project construction is complete, noise levels will return to levels currently existing in the project area.

- d) *A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

Construction noise will temporarily elevate noise levels in the project vicinity. When construction equipment is operating in the vicinity of existing businesses or residences people may notice an increase in noise levels that may disturb them. The increase in noise will be temporary and will only last during the duration of the construction project. Noise impacts will be reduced by requiring the contractors to adhere to the City of Lodi's Noise regulations. The regulations limit construction noise to the hours between 7:00 am and 10:00 pm Monday through Friday and 7:00 am through 6:00 pm Sat. and Sun. These restrictions will be placed in the construction contract.

On a long term basis, the repaving of the street surface and the removal of the railroad tracks should make the area quieter by reducing tire noise generated by vehicle traffic.

- e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

No, the project is not located within an airport land use plan.

- f) *For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?*

No, there are no airstrips in the area.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. POPULATION AND HOUSING. Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
a) <i>Induce substantial population growth in an area, either directly for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?</i>				
No. The project does not involve the construction or removal of any buildings or the extension of any street beyond what already exist.				
b) <i>Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?</i>				
No. No houses will be removed.				
c) <i>Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?</i>				
No. No people will be displaced.				

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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XIII. PUBLIC SERVICES.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|----------|
| a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
|---|--------------------------|--------------------------|--------------------------|----------|

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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- a) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need ~~for~~ new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection, police protection, schools, parks, other public facilities?*

The proposed project should reduce the requirement for public services by improving the street for both vehicles and pedestrians, By making the street safer, there may be positive effects on police fire and school services by reducing traffic accidents and making street crossings safer for school children. The project will have no effect on other public services.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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XIV. RECREATION.

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|--|--------------------------|--------------------------|--------------------------|----------|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
|--|--------------------------|--------------------------|--------------------------|----------|

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than significant Impact	No Impact
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
a) <i>Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?</i>				
No impact on recreational facilities.				
b) <i>Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?</i>				
No				

	Potentially significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. TRANSPORTATION/TRAFFIC. Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency or designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location those results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
a) <i>Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?</i>				
No. The project will resurface the roadway and add pedestrian and transit improvements to an existing street. The project will not add any additional traffic lanes or add capacity to the street.				
b) <i>Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency or designated roads or highways?</i>				
No. The street meets current service levels under the congestion management plan and the project will not affect the capacity of the street. The addition of left-turn lanes at some intersections will improve traffic flow and reduce congestion.				
c) <i>Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that will result in substantial safety risks?</i>				
No.				
d) <i>Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</i>				
No. The section of street is straight with no curves. The project will upgrade intersections to improve safety, including left-turn lanes and corner bulb outs for improved pedestrian street crossing safety.				
e) <i>Result in inadequate emergency access?</i>				
No effect on emergency access.				
f) <i>Result in inadequate parking capacity?</i>				
There will be some loss of street parking at some intersections in order to accommodate pedestrian bulb-outs and handicap ramps. The loss will be minimal, totaling no more than six parking spaces along the entire length of the project and will be limited to areas adjacent to three upgraded intersections. This will be offset to by improved pedestrian safety features and upgraded transit facilities. There will still be adequate on-street parking for the adjacent residents and businesses along the street.				

- g) *Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?*

The project will include the construction of bicycle facilities on Washington Street, one block north of Lodi Avenue. It was the consensus of the City and the neighborhood that it would be safer to place the bicycle facilities on Walnut Street rather than Lodi Ave. Walnut Street has significantly lower traffic volumes and limited commercial driveways that access on to the street. The street also connects to Lodi Ave. via Washington and Stockton Streets located one short block from Lodi Avenue.

The project will also include the installation of bus and pedestrian benches along the Lodi Avenue. This will enhance opportunities for both transit riders and pedestrians and improve their experience when using the street corridor.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the providers existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
f) Be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
g) Comply with federal, State, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>

- a) *Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*

No. The project will not generate any wastewater.

- b) *Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

No, the project will not require any construction of any new water or wastewater treatment facilities. As part of the project the City will install a water main to improve water system pressure in the area and also increase the fire protection.

- c) *Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

No. The project area has adequate storm water capacity and the project will not create any additional storm water runoff.

- d) *Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

The project will not create a demand for new sources of water once construction is completed.

- e) *Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

No, the project will not create any new demand for wastewater treatment.

- f) *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

The City will require that asphalt, concrete and steel removed from the project site will be taken to a facility that can recycle the material for reuse on other projects to the fullest possible extent. The amount of waste material that ends up at a land fill should be minimal. Existing landfill have adequate capacity to handle any residual solid waste from the project.

- g) *Comply with federal, State, and local statutes and regulations related to solid waste?*

Yes, the project will comply with all government regulations.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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XVII. MANDATORY FINDINGS OF SIGNIFICANCE.

- a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

☐
☐

X

☐
- b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

☐
☐

X

☐
- c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

☐
☐
☐

X

- a) *Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?*

The project will participate in the San Joaquin County Multi Species Habitat Conservation and Open Space Plan that is designed to mitigate for the loss of any wildlife species or habitat. Because the area is already fully developed, it is not likely that any plant or wildlife species will be impacted by the project. As part of the HCP, a biological survey will be conducted on the site prior to any ground disturbance.
- b) *Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)*

The project will involve the rebuild of an existing street with new pavement, safety features and pedestrian upgrades. No new lanes will be constructed and no increase in traffic volumes is anticipated. No significant impacts are anticipated as a result of the project.

- c) *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

No, the project will not have any substantial adverse effects on human beings.



LODI AVENUE RECONSTRUCTION, UPRR TO CHEROKEE

SCALE : 1" = 80'

Mitigation Measures for the Lodi Avenue Reconstruction Project Mitigated Negative Declaration (09-01)

Based on the Initial Study conducted for the Lodi Avenue Reconstruction Project, it was determined that there was the potential for a significant environmental impact to occur related to Cultural Resources. The following mitigation measures were included in the Negative Declaration to mitigate for these potential environmental impacts and reduce them to a level of less than significant:

Cultural Resources

- b) *Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?*

The project site is developed with an existing street with related curb, gutter and sidewalk. Properties on both sides of the street are developed with existing homes and businesses. Prior to being developed, the area was extensively farmed so none of the area is undisturbed. Although it is not likely that there will be archeological resources present on the project site, there is always some potential that something of cultural value could be unearthed during grading or excavation. If some thing is discovered, the following mitigation measure will be implemented:

Mitigation Measure

If any subsurface cultural resources are encountered during construction of the project, all construction activities in the vicinity of the encounter shall be halted until a qualified archaeologist can examine these materials, make a determination of their significance and recommend mitigation measures. The City of Lodi CDD shall be notified, and the applicant and/or successors shall be responsible for implementing mitigation measures recommended by the archaeologist for any identified significant cultural resources, pursuant to the requirements of the CEQA Guidelines.

- c) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

The project site is developed with an existing street with related curb, gutter and sidewalk. Properties on both sides of the street are developed with existing homes and businesses. Prior to being developed, the area was extensively farmed so none of the area is undisturbed. Although it is not likely that there will be archeological resources present on the project site, there is always some potential that something of cultural value could be unearthed during grading or excavation. If something is discovered, the following mitigation measure will be implemented:

Mitigation Measure

If any subsurface, paleontological resources are encountered during construction of the project, all construction activities in the vicinity of the encounter shall be halted until a qualified paleontologist can examine these materials, make a determination of their significance and recommend mitigation measures. The City of Lodi CDD shall be notified, and the applicant and/or successors shall be responsible for implementing mitigation measures recommended by the paleontologist for any identified significant cultural resources, pursuant to the requirements of the CEQA Guidelines.

- d) *Disturb any human remains, including those interred outside of formal cemeteries?*

If human remains are encountered at any time during the development of the project, all work in the vicinity of the find shall halt and the County Coroner and the Lodi CDD shall be notified immediately. The Coroner must contact the Native American Heritage Commission if the remains have been identified as being of Native American descent. At the same time, the applicant and/or their successors shall retain a qualified archeologist to evaluate the archeological implications of the find and recommend any mitigation measures that may be required under CEQA; the applicants and/or their successors shall implement those recommendations. The CEQA guidelines detail steps to be taken when human remains are found to be of Native American origin.

RESOLUTION NO. 2009-91

A RESOLUTION OF THE LODI CITY COUNCIL
ADOPTING A MITIGATED NEGATIVE DECLARATION
AS ADEQUATE ENVIRONMENTAL DOCUMENTATION
FOR THE LODI AVENUE RECONSTRUCTION PROJECT

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WHEREAS, an Initial Study/Mitigated Negative Declaration (File No. ND-09-01) was prepared in compliance with the California Environmental Quality Act of 1970, as amended, and the Guidelines provided thereunder. The Community Development Department has determined that all environmental impacts that result from this project can be mitigated to a less than significant level; and

WHEREAS, all of the required referrals, notice, and posting have been performed for the required time per the Act and Guidelines referred to above; and

WHEREAS, staff recommends that the City Council approve the filing of a Mitigated Negative Declaration by the Community Development Director as adequate environmental documentation for the project.

NOW, THEREFORE, BE IT RESOLVED that the City Council has reviewed all documentation and hereby adopts the Mitigated Negative Declaration 09-01 (on file in the Community Development Department) as adequate environmental documentation for the Lodi Avenue Reconstruction Project.

Dated: June 17, 2009

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I hereby certify that Resolution No. 2009-91 was passed and adopted by the City Council of the City of Lodi in a regular meeting held June 17, 2009, by the following vote:

AYES: COUNCIL MEMBERS – Johnson, Mounce, and Mayor Hansen

NOES: COUNCIL MEMBERS – None

ABSENT: COUNCIL MEMBERS – Hitchcock and Katzakian

ABSTAIN: COUNCIL MEMBERS – None


RANDI JOHL
City Clerk

Lodi Avenue Reconstruction

June 17, 2009



CLEVELAND

FAMILY OF PRODUCTS



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Funding

Construction Estimate	\$3.40 million
Federal Stimulus	\$1.34 million
Measure K Smart Growth	\$.75 million
Proposition 1B (State Bonds)	\$1.00 million
Local Funds	\$0.31 million

Schedule

Advertise for Bids

July 2009

Open Bid

Aug 2009

Award Contract

Sept 2009

Notice to Proceed

Oct 2009

Completion

Spring 2010